

The Hongkong Telegraph.

(ESTABLISHED 1861.)

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 4148.

日一月二十八年十二月光

MONDAY, JANUARY 19, 1903.

一拜禮 號九十月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,910,000

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAK. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARK'S BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On Fixed Deposits for 12 months at 5 per cent
" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 \$14,750,000
Silver Reserve \$4,750,000
RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. J. RAYMOND, Esq., Deputy Chairman.
G. Balloch, Esq. C. Michelau, Esq.
Hon. C. W. Dickson, D. M. Moses, Esq.
E. Goetz, Esq. H. Schubart, Esq.
G. H. Medhurst, Esq. N. A. Siebs, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 12th November, 1902. [13]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorised Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.
Board of Directors—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR:

Interest for 12 months Fixed 5%
Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.
PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES: Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted:

H. FIGGE,
Manager.
Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000
Gold \$7,180,000

Head Office—NEW YORK,

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARK'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VIEUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2½ per annum.

ON FIXED DEPOSITS:

For 3 months 2½ per annum.

" 6 " 3½ "

" 12 " 4 % "

E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902. [19d]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies,
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1% per annum. Fixed Deposits for 3 months.

" 6 " 6 "

" 12 " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On First Deposits for 12 months 4 per cent.

" 6 " 3 "

" 12 " 2½ "

T. P. COCHRANE,
Manager.

Hongkong, 2nd June, 1902. [11]

Hotels.

KING EDWARD
HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hot at Separate Tables.

For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd October, 1902. [1116]

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON and Canton. C. F. Lockstone, R.N.R.; 5 P.M., 20th Jan... Freight or Passage.

ANTWERP & S. ... Pekin. C. R. Longden, R.N.R.; About 24th Jan... Freight only.

BOMBAY & ... B. H. W. Snow. About 27th Jan... Freight or Passage.

YOKOHAMA. Formosa. C. L. Daniel. Noon, 31st Jan... Freight or Passage.

LONDON, &c. Chusan. C. L. Daniel. Noon, 31st Jan... Freight or Passage.

YOKOHAMA. Malta. C. L. W. Field. About 1st Feb... Freight or Passage.

[See Special Advertisement.]

† Via SHANGHAI, WAI-HAI-WEI, MOJI, NAGASAKI and KOBE. (Passing through the Inland Sea.)

† Via COLOMBO. (Calling at PENANG if sufficient inducement offers.)

† Via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

† Via SHANGHAI, MOJI, NAGASAKI and K. BE. (Passing through the Inland Sea.)

[See Special Advertisement.]

PASSENGER SEASON 1903.

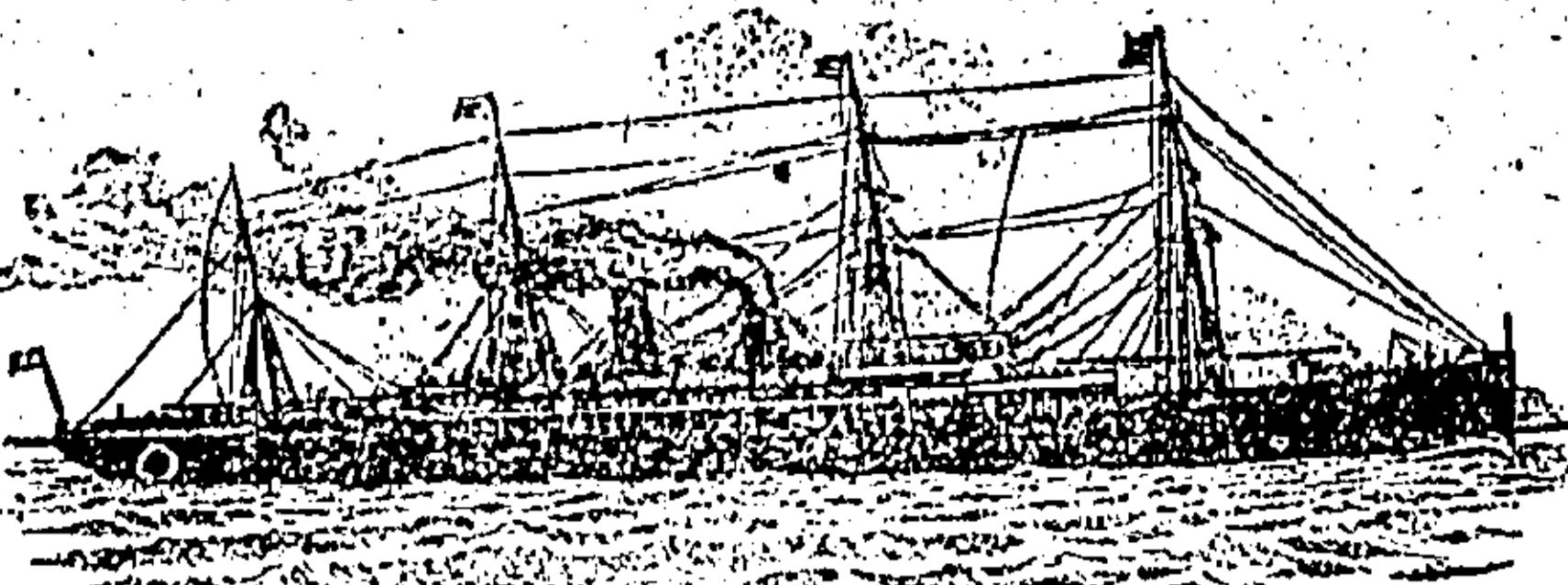
For MARSEILLES, PLYMOUTH, and LONDON DIRECT. " MALTA" 6,064 Tons 28th March, 1903.

WITHOUT TRANSHIPMENT. For Further Particulars, apply to

E. A. HEWEITT, Superintendent.

Hongkong, 17th January, 1903.

[See Special Advertisement.]

Mails.**U.S. MAIL LINES.**

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	SATURDAY, 24th Jan., 1903, at Daylight.
"CITY OF PEKING"	TUESDAY, 30th February, 1903, at Noon.
"GOPTO"	TUESDAY, 10th February, 1903, at Noon.
"AMERICA MARU"	TUESDAY, 17th February, 1903, at Noon.
"KOREA"	FRIDAY, 27th February, 1903, at Noon.
"GAELIC"	SATURDAY, 7th March, 1903, at Noon.
"HONGKONG MARU"	TUESDAY, 17th March, 1903, at Noon.
"CHINA"	TUESDAY, 21st March, 1903, at Noon.
"DORIC"	WEDNESDAY, 1st April, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Panama, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 17th January, 1903.

**CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.****SAFETY. SPEED. PUNCTUALITY.**

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R. M. S. "EMPEROR OF INDIA" ... 6,000 Tons	WEDNESDAY, 1st Feb., 1903.
"TARTAR" 4,425	WEDNESDAY, 25th Feb., 1903.
"EMPEROR OF JAPAN" ... 6,000	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN" 3,882	WEDNESDAY, 18th Mar., 1903.
"EMPEROR OF CHINA" ... 6,000	WEDNESDAY, 1st April, 1903.
"EMPEROR OF INDIA" ... 6,000	WEDNESDAY, 22nd April, 1903.
"TARTAR" 4,425	WEDNESDAY, 6th May, 1903.
"EMPEROR OF JAPAN" ... 6,000	WEDNESDAY, 13th May, 1903.
"ATHENIAN" 3,882	WEDNESDAY, 27th May, 1903.

THE magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALatial OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALatial STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the DIVERSITY of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th January, 1903.

**HAMBURG-AMERIK LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.**

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
NUERNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	20th Jan.	FREIGHT.
Jahrau	HAVRE and HAMBURG. (Calling at SINGAPORE).	3rd Feb.	FREIGHT.
AMBRIA	HAVRE and HAMBURG. (Calling at SINGAPORE).	10th Feb.	FREIGHT and PASSENGERS.
WURZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	26th Feb.	FREIGHT.
C. FERD. LAEISZ	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th Mar.	FREIGHT.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	19th Mar.	FREIGHT.
Kirchhof	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).		
ANDALUSIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).		
von Dachstein	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).		

For further particulars, apply to

HAMBURG-AMERIK LINIE,

HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 16th January, 1903.

Auctions.

PUBLIC AUCTION.

THE Undersigned will Let by PUBLIC AUCTION, on MONDAY, the 19th January, 1903, at 3 P.M., on the Spot;

The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of BOOTHs and STALLs on the Government Ground adjoining the Race-course, North of the Grand Stand Enclosure.

TERMS.—Cash.

For Conditions of Sale, Apply to

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 9th January, 1903. [12a]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, on WEDNESDAY, the 21st January, 1903, at 4:30 P.M., at Kennedy's Stables, Causeway Bay,

A number of HORSES AND CHINA PONIES (including some of this year's Subscription Griffins).

TERMS.—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 17th January, 1903. [167]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, on SATURDAY, the 24th January, 1903, at 11 A.M., at their

Sales Rooms, Ice House Street, One 12-Hour CENTRAL FIRE FOWLING PIECE by A. M. Reilly & Co., London, One 10-Hour CENTRAL FIRE FOWLING PIECE by E. Balchin, Market Place, Hull; ALSO

35,000 Rounds of SPORTING CART RIDGES, 12-Bore CENTRAL FIRE, as follows:—

1-4-6-10 B, BB and S.G.

5000 of each Nos. 1, 4, 6 and 10 SHOTS Loaded with E. B. SCHULTZE POWDER by Welby Scott Revolver and Arms Co., Ltd; Birmingham, and they are Specially Imported for this market.

TERMS.—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 17th January, 1903. [168]

Insurances.

"STRONGEST IN THE WORLD." Take Equitable Life Assurance.

ALL Contracts.

Have Loan and Cash Values and Embrace all good features of Rival Companies. The Standing, Strength and Stability of the Company is unquestioned.

For Rates or Information, Call on or Address

F. KIENE,
14, Des Voeux Road.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & CO.
Hongkong, 28th May, 1902. [25]

JUST PUBLISHED.

PRICE \$1.00.

"A SOLDIER'S LOVE STORY," A Romance of Hongkong and Self-Sacrifice.

By GILES WHEATLEY,
(Mrs. R. F. JOHNSON).

W. BREWER & CO., Queen's Road.

Hongkong, 16th January, 1903. [60]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

DURING the Operations attending the Demolition of the sunken S.S. "PAKSHAN," all vessels, using that Portion of the Harbour in which she lies, are hereby warned that Dynamite Charges are liable to be exploded at any time of the day.

A Red Flag will be hoisted on the Diver's Boat 15 minutes before each charge is exploded.

R. MURRAY RUMSEY,
Ret. Com.-R.N., Harbour Master, &c.

Harbour Department, Hongkong, 15th January, 1903. [18c]

USE.

47 II

47 II

47 II

WHITE ROSE TRANSPARENTEAU DE COLOGNE
AND GLYCERINE SOAP.

\$1.50 PER BOX.

IMPORTED BY

RITCHIE & CO., 39, Des Voeux Road

Hongkong, 14th January, 1903. [169]

CLERK WANTED.

MUST be a STENOGRAPHER

THE CHINA MUTUAL S. N.
COMPANY.

In connection with the recent purchase of the shares of the China Mutual Steam Navigation Company, a notice was issued calling a meeting of the shareholders for 18th ult., notifying resolutions as to the disposal of the sum provided by the purchaser, Mr. Alfred Holt, for compensation and contingencies. Respecting this a circular was issued by Mr. H. N. Nelson, in which he announced his intention of raising objections to certain commissions paid in the transaction, and the disposal of the money referred to above. This circular states—

As mentioned in the circular of May 10, 1902, which was issued by the Board in connection with Mr. Holt's proposal to purchase the shares of the company, a sum of £25,000 was to be paid by Mr. Holt to the directors as a fund for meeting certain expenses of the company, and for compensating the company's officials and staff, the directors not being specifically included. The right of the directors to allocate to themselves any part of this £25,000 having been questioned, a summons was taken out by the directors with a view to obtaining the directions of the Court upon the scheme of distribution of the fund formulated by the directors, a copy of which is referred to in the company's notice calling this meeting. I was made a party to the summons to represent the shareholders of the company, and, although I did not object to the scheme of distribution so far as concerned the £11,280 proposed to be paid to the company's staff, I objected to the division of the balance of the fund which would remain after providing for such of the expenses referred to in the scheme as might be necessary, among the directors of the company; as I considered that they were not entitled to any compensation, and that the balance of this sum practically represented part of the purchase money paid by Mr. Holt for the shares acquired by him, and should properly have been divisible among the shareholders of the company.

With regard to the distribution of this balance of the £25,000, after providing for the compensation for the company's staff, I propose (without prejudice to my view that the company have no interest in the questions raised by the summons, and no power to authorise any distribution of the £25,000) to submit to the meeting resolutions, or amendments of resolutions, to the following effect:

(1) That the company should take legal advice as to whether they are entitled to claim from Mr. Donald A. Stewart payment of the commission received by him from Mr. Holt in connection with the recent purchase by Mr. Holt of the shares of certain of the shareholders of the company, and that if necessary, proceedings be instituted against Mr. Stewart, to enforce such claim, and that the costs of prosecuting such claim shall be defrayed out of the fund of £25,000 paid by Mr. Holt to the company.

(2) That, subject to the application of £11,280 in payment of compensation to the officials and staff of the company, as provided by the scheme of distribution, and to the provision for expense referred to in the said scheme, including the costs and expenses of any proceedings for the recovery of the above-mentioned commission, the balance of the said fund of £25,000 be divided among the shareholders of the company at the time when the sale of shares to Mr. Holt took place in proportion to the number of shares respectively held by them.

The "commission" referred to in the first resolution relates to a large sum—about £12,000—which Mr. Holt agreed to pay to Mr. Donald A. Stewart, who was at the time a member of firm who were agents for the company in Liverpool, in connection with the sale to Mr. Holt of the company's shares. This commission was not disclosed to the shareholders, and I am advised that it is recoverable as part of the purchase money paid by Mr. Holt.

MEETING OF SHAREHOLDERS.

A special meeting of the China Mutual Steam Navigation Company was held on 18th inst., Mr. J. A. Maitland presiding in the absence of the chairman of the 1st company, Mr. Geo. B. Dodwell, with the object of passing resolutions regarding the disposal of £25,000 given by Mr. Holt as a solatium to the directors and staff of the company, the shares of which Mr. Holt had purchased. The Chairman moved a resolution that £11,280 should be divided among the staff other than the directors, and, in doing so, laid stress on the fact that the directors had done extraordinarily good work for the company, doubling its capital whilst the shareholders had received 100 per cent in dividends. The Chairman referred to the opposition of Mr. H. N. Nelson, who had issued circulars to the shareholders, as "a miserable little faction," which brought forth a protest from Mr. Nelson, and after some interchange of personalities, the resolution was carried on the proposition of the Chairman, seconded by Mr. Strachan. The proposal to devote the balance of the money to meeting contingencies and expenses and to divide any surplus among the directors was very strongly opposed by Mr. Nelson, who said that directors ought to have ideas beyond looking after what they deemed their own interests. He did not object to payment of the staff. If the resolution in favour of the remuneration to the director was carried the matter would be taken to a poll, and the judge would be fully informed of the result. The property had, he asserted, been sold against the advice of the chairman and managing director, and sold, moreover, for £100,000 less than he had been told it would have fetched. (Laughter.) The Board had dealt liberally with the staff, but they wanted to deal much more liberally with themselves. The result was said to be equal to five years' purchase for the directors. He asserted that the Board had not done its best for the company. He wished to move an amendment against the

proposal, of which he had given notice in his circular.

The Chairman ruled such an amendment out of order. Mr. Nelson said that if he liked he could move and get seconded that £2,000 be put down a drain, and the chairman was bound to put his motion. The solicitor to the company said a note would be made of the fact that Mr. Nelson wished to move his amendment, and that they refused to accept it; as they did also the further amendment of which notice had been given. The Board, the Chairman went on to state, tried to get a better price for the company, and saw Sir Alfred Jones, Mr. Ellerman, and Pannure, Gordon, Hill and Co., who were asked to bring the matter before Mr. Morgan; and it was absurd to say what Mr. Nelson did in regard to this matter. After further wrangling between the Board and Mr. Nelson, the Chairman, in reply to a query as to those who had not accepted the offer to sell their shares, said that eleven-twelfths had accepted, and the position of the remaining one-twelfth was unaltered. They were still shareholders of the company. Mr. W. E. E. Gulland, late managing director, said he was anxious that the whole case from the start should go before the Judge. (Hear, hear.) The Chairman replied that it would all go before the judge. The original motion was then put and lost on a show of hands. A poll was demanded and proceeded with, a shareholder exclaiming that the fact was that the directors had voted for the proposal and the shareholders against. In the end the Chairman said that the Board had 60 proxies, and it was through them that the motion was carried.

In the course of his remarks, Mr. H. N. Nelson referred to the question of the commission on the purchase paid to Mr. Stewart by Mr. Holt, the purchaser, but was prevented from bringing forward the subject owing to the solicitor to the company ruling that the question was not in order.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st January, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th January, 1903. [55a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"AUSTRIA".

Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st instant will be subject to rent.

No Fire Insurance has been effected.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

Consignees of Cargo from Europe and Egyptian Ports, Bombay, &c., are requested to sign a General Average Bond before Bills of Lading are countersigned.

E. A. HEWETT, Superintendent.

Hongkong, 13th January, 1903. [57c]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SALAZIE".

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNNEES of Cargo from London and Havre, ex s.s. *Lidon*, and from Bordeaux, ex s.s. *Ville d'Arras* and *Ville Rochefer*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M.,

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 15th January, 1903. [59c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"SILESIA".

Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before Noon, on the 27th instant, or they will not be recognized.

No Fire Insurance has been effected.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be sent to me on or before the 27th instant, or they will not be recognized.

All damaged packages will be examined on WEDNESDAY, the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th January, 1903. [59c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ROMANDEL".

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th instant will be subject to rent.

No Fire Insurance will be effected.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

This vessel brings on Cargo—

From London, &c., ex S.S. *Arcadia*.

From Persian Gulf, ex B.I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by me in any case whatever.

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Intimations.

A. S. WATSON
AND CO., LTD.

Wine and Spirit Merchants.

ESTABLISHED A.D. 1841

S H E R R Y

	Per doz.	Per bot.
B. Superior Pale Dry, Dinner Wine, Green Seal Capsule	\$10.80	\$0.90
C. Manzanilla, Pale Natural Sherry, White Capsule	12.00	1.00
C.C. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	14.40	1.20
D. Very Superior Old Pale Dry, Choice Old Wine, White Seal Capsule	16.20	1.35
E. Extra-Superior Old Pale Dry, Very Finest Quality (old bottled), Black Seal Capsule	24.00	2.00

B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine vintage.

ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. GEO. G. SANDEMAN, Sons & Co., of London, Oporto and Xeres :-

	Per doz.	Per bot.
LIGHT DRY	\$15.00	\$1.25
SOLERA	21.00	1.75
VERY PALE DRY	21.00	1.75
FULL GOLDEN	24.00	2.00
PALE DRY NUTTY	27.00	2.25
FINE OLD BROWN	36.00	3.00

MADEIRA.

	Per doz.	Per bot.
GOO	15.00	1.25
FIN	24.00	2.00

A. S. WATSON & Co., LIMITED,
The Hongkong Dispensary.

TELEPHONE NO. 556.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 5TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE DEALERS:
RAWING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF FILTERS,

ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

Hongkong, 8th July, 1902.

[72d]

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND LIQUORS A SPECIALTY.

DINNERS AND TIFFINS SERVED ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c.
AT ALL HOURS.Messrs. J. H. DOWNS and
J. CHRISTIE,
Proprietors.

Hongkong, 8th December, 1902.

[1339]

NOTICE.
All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue is to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

At P-sir Panjang on the 8th inst. the wife of Mr. H. LALLEMANT of a daughter.

At the Mause Cavengah Road, Singapore, on the 9th instant, the wife of Revd. S. S. WALKER, M.A., of a son.

MARRIAGE.

On the 3rd January, at the Church of the Assumption, Penang, Dr. JAMES EMMET SMITH, Assistant Surgeon, to Miss ALICE WARD, second daughter of Mr. A. A. MCINTYRE.

DEATH.

On the 10th instant, at his residence, at Walkeswar, Malabar Hill, Bombay, VALUABLE BALMOUKUNDASS, one of the partners in the firm of Abdoolally Ebrahim & Co. (By wife)

[75e]

bank of the Mekong, Bassak and Meliuprey, and a small portion of territory on the shores of the Great Lake, in the province of Angkor. In all, the kingdom is somewhat larger than Germany, but has only about 800,000 inhabitants. The great advances made by Siam are very evident in the capital city of Bangkok, where the visitor may see the electric car rushing along a crowded street beneath the glare of electric lights. Siam is rapidly developing and must become a great trading centre as the Far Eastern market continues to attract the buyer. Meanwhile, it is hoped that during his stay in Hongkong the public will join in making the brief visit of the Crown Prince memorable and in enabling him to carry home a good report of the friendly sentiment prevailing towards the Siamese throne in Britain's Far Eastern outpost, so worthily represented here in the person of Sir Paul Chater, C.M.G., and during his absence in England by Mr. H. N. Mody, both of whom are indefatigable in their efforts to render the visit of the scion of the kingdom of Siam an interesting one in this Colony particularly.

F.H. death is announced by wire, from Bombay, of Valubiddass Balmoekundass, one of the partners in the firm of Messrs. Abdoolally Ebrahim & Co., of 13 and 25, Gage Street, Hongkong.

T. Evans piracy case, which was down for hearing this morning at the Magistracy, has further been adjourned till Friday, 23rd inst.

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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with Der Ostasiatische Lloyd.)

The Crown Prince in Russia.
ENTHUSIASTIC RECEPTION.BERLIN, 17th January,
1.20 p.m.

The Crown Prince of Germany has arrived in Russia on a visit to the Czar, and will remain at St. Petersburg until the 22nd inst. The toasts proposed at a State banquet given in his honour were of a most eulogistic character and were cordially received. The Czar has presented the Crown Prince with the Colonelship of a Regiment of Dragoons. The Russian press comment in very friendly terms on the visit.

Venezuela.

The negotiations respecting the Venezuelan controversy will commence shortly, the American minister, Mr. Bowen, having arrived at Washington to-day.

(Reported)

Fire at Aldershot.

LONDON, January 16th. Government House at Aldershot, the official residence of General Sir J. French, was totally destroyed by fire yesterday evening.

Somaliland.

Major Scott Harden and sixty Boers have sailed from Durban for Somaliland.

Atlantic Liner Overdue.

The American liner *St. Louis* from Southampton is four days overdue at New York. All steamers report stormy passages.

Morocco.

Inter-tribal fighting outside Tangiers has led to intervention by the Moorish troops to protect the house of an Englishman in an outlying village, where 150 women and children are sheltered. The troops repulsed 700 tribesmen who were attacking the village, killing many.

The Jebutib-Harrar Railway.

JANUARY 17TH. France has decided to send a naval force to the opening ceremony of the Jebutib-Harrar railway, which King Menelek is expected to attend.

Germany and Russia.

The German Crown Prince has arrived at St. Petersburg on a visit to the Tsar.

Russia and the Dardanelles.

One Russian torpedo boat passed the Dardanelles on Tuesday.

Military Appointments.

Lieut-General Lord Grenfell has been appointed to the command of the 4th Army Corps, Col. Scobell to command 1st Cavalry Brigade at Aldershot and Col. Remington to the command of the 3rd Cavalry Brigade at the Curragh.

Sir Charles Mansfield Clarke has been appointed Governor of Malta.

Mr. Chamberlain in South Africa.

Mr. Chamberlain yesterday visited Johannesburg Stock Exchange where he met with a tremendous reception. In a speech from the Rostrum he said he was a child in financial matters. He had heard that the report of his assassination had depressed the markets in certain continental cities which he thought were the last places where such news would cause any depression.

The Overdue American Liner.

The *St. Louis* passed Nantucket yesterday evening.

(Manila Cablenews.)

Chinese and the Philippines.

New York, January 15th. The National Board of Trade passed yesterday a resolution in which it endorses the application of the Philippines merchants for the admission of Chinese labourers to the island. The board proposes certain restrictions whereby the United States shall be protected against the Chinese reaching this country by way of the Philippines and also to assure the protection of American commercial interest against possible competition.

The same body also resolved that the question of the reduction of the United States tariff on Philippine products should be treated simply as a commercial question and calls upon Congress to divest the matter of all political expediency.

The National Board of Trade is the most powerful body of its kind in the United States, and represents all the commercial interests of the country. Its recommendations may be expected to have a wide effect in Congress.

Barracks for the Philippines.

Secretary Root has requested Congress to appropriate another quarter of a million dollars

for the building of barracks in the Philippines. A half million has already been appropriated but many complaints have been received of the insufficiency of this amount for the work that has been planned.

A special appropriation bill has been prepared and will be reported by the committee to-day.

BAD MONEY AT HONGKONG.

SENT TO THE PHILIPPINES.

According to a Washington despatch, much annoyance is felt at the Treasury in that city on account of a "flood of bogus twenty-five-cent pieces which is coming into this country from the Philippine Islands. They are not manufactured there, but at Hongkong are being forwarded thence in quantities to Manila, where they are easily disposed of. American soldiers accept them readily enough; and indeed there is no obvious reason why anybody should reject them, inasmuch as they show no fault that could be detected by anybody not an expert.

These pieces are composed of exactly the same material as Uncle Sam's "quarters"—namely, nine parts silver and one part copper. Hence they have the correct "ring," and there is nothing seemingly wrong about them except that the figures of the date are not quite so flat as on the real coins, and, on close inspection, the counterfeits are seen to have a slightly "dished" appearance. These are not points that would strike the superficial observer, and that is why the imitation is regarded by the Secret Service as the most dangerous that has turned up for quite a while.

At the present price of silver there is a profit of more than one hundred per cent on each coin of this metal minted by our Government. Hence it is a simple matter for counterfeiters to employ the same alloy as that used by Uncle Sam, and the Treasury is hardly surprised to find that this is now being done on a large scale.

Pretty nearly all of the counterfeit money made in the United States is turned out by foreigners. An iron pot, a liddle, some plaster of paris for a mould, and a small quantity of base metal are all the paraphernalia required in most instances to start a private mint. But in some instances excellent dies are employed, and by such means immense quantities of bad cents have recently been thrown upon the market. So many of them are extant that any handful of coppers is more than likely to include one or two of them. The manufacturers stamp them out of sheet copper and the Government detectives usually discover the producing outfit by tracing the copper sold to foreigners of dubious occupations."

HONGKONG.

AS SEEN BY OTHERS.

From the *Manila Cablenews* of the 15th inst. we clip the following:

With the exception of Bermuda and Gibraltar, the Island of Hongkong is the smallest colony in the British Empire, but in more than one respect it is the most interesting. Its area is less than thirty square miles; its population is equal to that of Washington (30,000); yet in the year 1900 Hongkong stood at the head of all ports of the world in the magnitude of its shipping. In tonnage entered and cleared in 1901 Hongkong surpassed Liverpool by five million tons, Hamburg by one million, London and New York by about half a million tons each. The exact figures were:

Total tonnage of shipping entered and cleared in the foreign trade in 1900.

Hongkong 17,247,013 tons.

New York 16,797,700 "

London 16,700,27 "

Hamburg 16,087,673 "

Liverpool 11,671,708 "

These figures appear the more remarkable if we consider the history of Hongkong. The Island was ceded to England by China in 1842 by the Treaty of Nanking. At that time the population of the colony was about 50,000, in despite of pirates, fishermen, farmers, and granite-workers, living in huts made of baked mud bricks, and holding no intercourse with the outside world beyond Canton, which lies ninety miles to the north.

There was sixty years ago and to-day Hongkong has a population of 300,000 souls, a fine city for its capital, splendid roads, schools, churches, banks, hospitals, clubs, cars—in short almost everything, which we are accustomed to associate with the idea of an advanced civilization—while it is connected with the outside world by cable and by the most extensive system of steamship lines which converge at any single port in the world.

The transformation of Hongkong forms one of the most striking chapters in the tropics. It has not been accomplished without the commission of many grave errors of policy due for the most part to the persistent refusal of the British Government to be guided by the views of the men of the spot, nor can it be said that even to-day the interests of the colony are free from danger from the same cause; but the record on the whole has been one of brilliant success and the administration of Hongkong, though by no means free from faults, is a valuable object-lesson in the management of a Chinese community in Western hands.

Pursuing the method of inquiry which was indicated in the first article of this series (see *The Outlook* for November 22), our first task is to consider the fixed conditions which in Hongkong from the nature of the climate, the people, and the land.

The composition of the population of Hongkong has been determined by two causes—the climate and the situation of the island. The first of these acting as a general factor, made it inevitable that the mass of the population should be of coloured race, for in no part of the tropics can manual labour be performed by white men, and it has always been found in places where the labouring classes are com-

posed of coloured men only, the very highest occupations will be taken up by white men. A natural limit is thus set to the proportion of white men which can be supported by any community in the tropics. The second cause, acting as a specific factor, assigned to Hongkong a Chinese population; for it the climate predetermined a colour race, the situation of the island on the threshold of China decided which race it was to be.

The census returns of 1901 disclose the precise effects of these causes—

Civil population of Hongkong in 1901.

Europeans and Americans 6,454, equal to 2.2 per cent.

Chinese 274,543, equal to 96.68 per cent.

Others 2,978, equal 1.05 per cent. It is clear that for a colony with such a population any form of government which involves a general representation of the taxpayers is impossible, for less than two per cent. of the taxpayers are British subjects; and more than ninety-five per cent. are Chinese.

In the long experience of England in governing colonies a form of government has been evolved to meet the case of a colony in the population is made up of a handful of temporary residents belonging to the ruling race and an overwhelming number of natives. This is known as Crown Colony government. Its essential feature is the entire absence of any popular element in the administration and the direct control exercised by the Colonial Office in London over all acts of the local authorities; the theory on which it is based is this, that whereas a representative government in Hongkong which rested on a general franchise would place the British residents under the heel of the Chinese, a franchise which extended only to white British subjects would be the mass of the population and the great majority of merchants, and that, under such circumstances the best way to secure honest and efficient administration is to place the control of affairs in the hands of a distant body of trained officials.

After dealing with the constitution of the Government the article proceeds:—The most important duty of the Legislative Council is to pass the laws of the colony. Any member may introduce a bill; but any bill, vote, or resolution the object or effect of which may be to dispose of or charge any part of the revenue of the colony, can be proposed only by the Legislative Council, and without its consent no money can be appropriated from the revenue of the colony. The meetings are open to the public, and a local *Hansard* preserves a verbatim account of the proceedings. The procedure of the Legislative Council of Hongkong is, in the main, that of the British House of Commons.

Those conditions which render impossible the existence of a representative government in Hongkong forbid also the introduction of municipal government in Victoria, the capital of the colony; and there is thus no imperium in imperio in the colony: everything—police, water-supply, lighting, sanitation—is administered by the Colonial Government.

It was proposed some years ago to establish a municipality in Hongkong, and it is amusing to find in the Sessional Papers of the colony a letter from a member of the Legislative Council opposing the change on the ground that "the evils that would spring from such a concession would destroy all confidence in the administration of affairs, and introduce the colony to the municipal experience of New York and San Francisco."

We have seen what the system of government is in Hongkong, and we may now turn to the men who administer it.

The civil service of Hongkong what is known as a Cadet Service—that is, a service in which all the high administrative appointments are reserved for men who have passed the examinations prescribed for Eastern cadets.

The salaries of the Colonial officials of Hongkong are high as measured by the standard of official salaries in the United States; but they are by no means too high if the paramount importance of securing the best men for the colonial service is considered. The salaries of the principal officials are as follows in silver dollar equal to about fifty cents gold each, the Governor \$3,000; the Chief Justice, \$1,500; the Colonial Secretary, \$1,800; the Attorney-General, and the Puisne Judges, \$6,000 each; the Director of Public Works, \$7,800; the Harbour Master, the First Police Magistrate, and the Captain Superintendent of Police, \$6,000 each.

It is instructive to note that a number of the government officials of Hongkong are men of academic distinction. The Colonial Secretary is a first-honour man and prize-man in classics and modern languages of Trinity College, Dublin; the Ass'tant Colonial Secretary is a prize-man of Eton; the Attorney-General is a first-honour man in English literature; modern history, and constitutional law; and an exhibitioner of Magdalene College, Oxford; and the service includes a Bacon Scholar of Gray's Inn and a Boden Sanscrit Scholar.

The Russian squadron now on the way to the Far East, which, on its arrival in the Mediterranean, will be strengthened by another six sea-going torpedo-boats, may only be expected to arrive at the port of destination, Port Arthur, in the month of March, since the five big ships will be much delayed through visits in English and Mediterranean ports, and afterward, again through coaling in Aden, Colombo, Singapore and Hongkong. After the arrival of this fleet, Russia will have at her disposal in the East six first-class battleships, four armour-plated cruisers, two armour-plated gunboats, five large protected cruisers, two small protected cruisers, five small non-protected cruisers, twelve sea-going torpedo-boats, as also the five gunboats and about twenty torpedo-boats, of the Siberian fleet.

In case of war this fleet, the greatest part of which consists of iron ship, will be strengthened by such steamers of the volunteer fleet as are in the East at the time; the necessary materials to make them into auxiliary cruisers is being kept in readiness at the ports of departure in Europe, as also in Vladivostock. The battleship *Oslavia*, 12,900 tons newly built at St. Petersburg, and the cruisers *Aurea* and *Rajah* of 6,700 and 7,800 tons, built at St. Petersburg and Ia Seine respectively, will perhaps leave Europe as the next increase for the Russian Far-Eastern fleet. Russian naval power on the China coast will then be superior to each separate fleet of the hitherto two strongest naval powers in the Far East, the Japanese fleet and the ships of the British China Station. It must, however, be borne in mind, that as long as no serious quarrel threatens in the Mediterranean. Great Britain can send from there reinforcements to China in a very short time.

The *Asahi* is a Japanese liner recently constructed at Lubeck; had her trial trip last month. This vessel, intended for the Indo-Chinese service of the *Lloyd*, is of 2,168 tons net, carrying 3,302 tons deadweight and 1,200 h.p. She achieved 11 knots with a relative coal consumption of 20 tons a day. She is fitted for transport of timber between Sandakan and Hongkong, has accommodation suitable for the tropics for so first-class passengers, and is lighted throughout with electricity.

The accounts of the expenditure of the colony show that out of a total expenditure of \$1,000,000 only one million dollars went as personal emoluments. Of the remaining

\$3,000,000 more than three-fifths fell under the heads: Public Works (roads, bridges, buildings), \$200,000; military contribution (a sum paid to England for the defence of the colony and in consideration of the assignment to the colony of residents of nearly five thousand troops), \$85,000; miscellaneous services (chiefly incurred through measures of sanitation and the prevention of plague), \$460,000; police, \$200,000; pensions and retiring allowances, \$18,000; and charges on account of the public debt, \$162,000.

The task of administering the affairs of Hongkong is a peculiar and difficult one. It must be remembered that very nearly ninety-seven per cent. of the population is Chinese, and that from the extraordinary difficulty of learning the Chinese language the intercourse between the mass of the people and those who are administering their affairs is limited almost entirely to brief official interviews.

Fortunately, the Chinaman is under ordinary circumstances a law-abiding citizen with a wholesome respect for established authority.

But the population of Hongkong is not normal in its composition, for it contains an undue proportion of criminals.

This is due to its proximity to Canton, and to the extreme mildness of the English criminal law as compared with that of China.

As an example of this we may take the punishment which would follow a third or fourth conviction of petty theft in Hongkong and in China respectively.

On the mainland an end would be put to the offender's career either by rubbing quicklime into his eyes or by crushing his ankle-bones so as to lame him for life; in Hongkong he would get a few months' hard labour in jail.

The result is that Hongkong has become a happy hunting-ground for hundreds of criminals from the adjoining province of Kwangtung, and that the police force of the colony costs about \$100,000 a year, or one-tenth of the total expenditure.

AMUSING EPISODE AT A BANGKOK MEETING.

FIVE BRIGADE TO THE "RESCUE."

An exceedingly amusing and certainly unique incident occurred at a meeting of the Siam Electricity Company, Ltd., which was called for Saturday afternoon, at the offices of the Company.

According to the rules, fifteen members are required to form a quorum. Half an hour after the time for which the meeting had been called only eight members were present.

The business to be transacted was as follows:

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FROM	STEAMERS	DUE ON
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CEBU and ILOILO	"KAIFONG"	21st "
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T. ARIMA, Manager.

Hongkong, 19th January, 1903.

[1207c]

THE HONGKONG TELEGRAPH MONDAY JANUARY 19, 1903.

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SHIPPING REPORTS.

Capt. Rodger, of the str. *Zafiro* from Manila, reports.—Moderate N.E. wind, fine and clear weather.

Capt. Eddy, of the str. *Tawul* from Chefoo, reports.—Moderate Nly winds and sea, fine weather.

Capt. Laver, of the steamer *Whimper* from Shanghai, reports.—Moderate Nly wind and fine clear weather.

Capt. Rorison, of the str. *Pyrus* from Singapore, reports.—Fresh monsoon with heavy N.E. swell throughout.

Capt. Cox, of the str. *Chelby* from Samrang, reports.—Weather moderate till off Lurzon, strong winds from there to port.

Capt. Tadd, of the str. *Lalsing* from Singapore, reports.—Moderate to fresh monsoon, sea moderate, fine and clear weather.

Capt. Lawrence, of the str. *Canton* from Chefoo, etc., reports.—Light Nly winds moderate sea, and fine clear weather throughout.

Capt. Hay, of the str. *Hoptage* from Wuhu, etc., reports.—Moderate to fresh N.W. winds and clear to Turnabout, and then to port free to moderate monsoon and fine clear weather.

HONGKONG AND WHAMPoa
DOCK RETURNS.

H.M.S. <i>Vistal</i>	at Kowloon Dock.
H.I.G.M.S. <i>Iltis</i>	" "
<i>Kinshau</i>	" "
<i>Vuensong</i>	" "
<i>Brand</i>	" Cosmopolitan
<i>Honam</i>	" "
<i>Tritos</i>	" "
<i>Hermann-Menzell</i>	" Aberdeen
<i>Diaminte</i>	" "

VESSELS IN PORT.

STEAMERS.	
AIRLINE, British steamer, 2,500, St. John George, 6th Jan., Sydney 9th Dec., and Manila 3rd Jan., General—Gibb, Livingston & Co.	
BENVENUE, British steamer, 1,410, A. Webster, 8th Jan.—Iava 29th Dec., Sugar—Gibb, Livingston & Co.	
BRAND, Norwegian steamer, 1,519, John Throssen, 1st Dec.—Chinkiang 8th Dec., Rice—Carlitz & Co.	
CHOWWA, German steamer, 1,055, J. Köhler, 2nd Jan.—Bangkok via Hoitow 25th Dec., Rice and Timber—Butterfield & Swire.	
DAIYA MARU, Japanese steamer, 1,733, D. Yoshida, 17th Jan.—Mojii 12th Jan., Coal—H. Jeffries.	
DEVAWONGSE, German steamer, 1,057, Ch. Kümpel, 16th Jan.—Bangkok 9th Jan., Rice and Wood—Butterfield & Swire.	
DIAMANTE, British steamer, 1,254, A. H. Notley, 13th Jan.—Manila 9th Jan., and Amoy 14th Ballast—Shewan, Fones & Co.	
FAUSANG, British steamer, 1,110, S. A. Mitchell, 17th Jan.—Mojii 10th Jan., Coal—Jardine, Matheson & Co.	
HANOI, French steamer, 739, P. Merlees, 17th Jan.—Hoitow 15th Jan., General—A. R. Marti.	
HIKOSAN MARU, Japanese steamer, 2,302, P. Hallstrom, 15th Jan.—Kuchinotzu 11th Jan., Coal—Mitsui Bussan Kaisha.	
INDRAVELLI, British steamer, 3,152, General, 17th Jan.—Portland, Or. 10th Dec., General—P. & A. S. S. Co.	
KATFONG, British steamer, 1,024, G. H. Pennefather, 11th Jan.—Cebu 20th Dec., Hoito and Manila 4th Jan., Hemp and General—Butterfield & Swire.	
KANOT, French steamer, 412, Bayav, 17th Jan.—Saigon 8th Jan., Rice—Kwong Fat.	
KWINTAH, Chinese steamer, 1,536, W. H. Lunt, 17th Jan.—Shanghai 14th Jan., General—C. M. S. N. Co.	
KOHISCHANG, German steamer, 1,292, J. Spiesen, 15th Jan.—Bangkok 1st Jan., and Swatow 12th Jan., Rice, Wood and General—Butterfield & Swire.	
KONG BENG, German steamer, 862, L. Zieggenbrin, 13th Jan.—Bangkok 4th Jan., General—Butterfield & Swire.	
KUTSANG, British steamer, 1,49, Payne, 10th Jan.—Java Ports 30th Dec., Sugar—Jardine, Matheson & Co.	
KYOTO MARU, Japanese steamer, 1,610, H. Mikuni, 14th Jan.—Mojii 6th Jan., Coal—Mitsui Bussan Kai ha.	
LOVAT, German steamer, 1,237, J. Buhmann, 13th Jan.—Bangkok 1st Jan., Rice—Sander, Wieler & Co.	
MERCEDES, British transport, 2,976, McGre or, 16th Jan.—Wellington 21st Dec., Coal—Government.	
NINON MARU, Japanese steamer, 3,437, W. W. Greene, 16th Jan.—San Francisco 19th Dec., and Shanghai 14th Jan., Nails and General—P. M. S. S. Co.	
PIRA CHULACHOM KLAO, German steamer, 1,012, F. Bohn, 16th Jan.—Bangkok 8th Rice and Wood—Butterfield & Swire.	
RAJABUD, German steamer, 1,187, G. Wendig, 13th Jan.—Bangkok 5th Jan., Rice—Butterfield & Swire.	
REINER, German steamer, 1,057, M. Engelhardt, 8th Jan.—Singapore 29th Dec., Oil—Mr. McEachan.	
SILESIA, Austrian steamer, 3,310, G. Ghizzi, 17th Jan.—Kobz 11th Jan., General—Sander, Wieler & Co.	
THUMAS, Norwegian steamer, 1,200, Thammasen, 16th Jan.—Canton 16th Jan., General—Order.	
TRITOS, German steamer, 1,030, H. Clausen, 4th Dec.—Manila 1st Jan., Ballast—Siemssen & Co.	
YUENSANG, British steamer, 1,128, P. H. Rolfe, R. N. R., 7th Jan.—Manila 4th Jan., Hemp—Jardine, Matheson & Co.	

SAILING VESSELS.

DRUMBURTON, British 4-masted schooner, 1,773, W. Thomas, 18th Dec.—New York 28th July, Oil—Standard Oil Co.

EVID. J. RAY, American bark, 918, Kasten, 12th Dec.—Rajang 17th Oct., Timber—Sander, Wieler & Co.

GROSVENOR, British barque, 516, Boga, 14th June—Mauritius 16th January, Sugar—Abdoola & Co.

JOHN D. SPRECKELS, American brig, 253, A. G. McNeill, 14th Jan.—Guam 1st Jan., Ballast—Captain.

J. H. LUNEMANN, American ship, 900, O. Johnson, 16th Dec.—Port Townsend Sept. 22nd, Lumber—Order.

L'ITALIE, Italian barque, 794, Antonio M. Schiaffetti, 4th Dec.—Iron Callao (Peru) General—Order.

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Berner, Gilbert.	Reiber, F.
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Dufour, Mrs.	Simms, H. G.
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